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I. Potential References of Interest

A. Dialog

37/3,K/55 (Item 1 from file: 624)

DIALOG(R)File 624: McGraw-Hill Publications

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01202070

Hedging marine price risk: Traditional risk-management tools like swaps cannot make oil shippers invulnerable to oil price volatility. And they do nothing to mitigate freight risk--the shipping price paid to tanker owners. But new marine risk hedging instruments are reaching market, and they could prove as popular as commodity derivatives

BY PETER STEWART

Global Energy Business, Vol. 3, No. 5, Pg 46

September/October, 2001

JOURNAL CODE: GEB

SECTION HEADING: FEATURES: ENERGY TRANSPORT ISSN: 1522-7669

WORD COUNT: 2,728

TEXT:

... wet bulk market. Other freight chartering Web sites include laycan.com, charteringsolutions.com, and shipIQ.com. Oslo (Norway)-based Imarex.com is also planning an **on-line exchange for freight derivatives**, and will start with **several key routes** for crude tanker shipments.

Platts' tanker rate assessments are also increasingly being used in settlement. It publishes many specialist services for the marine sector, including...

24/5/11 (Item 1 from file: 583)

DIALOG(R)File 583: Gale Group Globalbase(TM)

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09622865

Betr online options for small freight forwarders

Singapore: New suite to help small freight forwarders

Business Times (XBA) 25 Oct 2001 p.20

Language: ENGLISH

TradePalette suite of services has been rolled out in Singapore by the corporate brand of Singapore Network Services Pte Ltd (SNS), CrimsonLogic. The launch, on 24 October 2001, will help small freight traders and forwarders to conduct all documentations and trading using the suite. Priced at \$5 600 onwards for set-up and a monthly subscription of \$5 60, the suite comes with two major **applications**, namely **Trader** and **Forwarder**. Freight forwarders will be able to book cargo space online via 10 shipping lines. Some of the shipping lines include Bintang Mas Shipping, Oldendorff Carriers (Indotrans) Pte Ltd, Sinose Maritime Pte Ltd and Pacific Eagle Lines Pte Ltd. The suite, targeted at small and medium enterprises (SMEs) can also be accessed via the Internet. It is expected to speed up cargo shipment for freight forwarders. Trade finance will be offered by SNS through banks that have signed agreements for the service with CrimsonLogic. So far, three banks have signed up with CrimsonLogic to offer trade finance via TradePalette including Standard Chartered, Overseas Chinese Banking Corp (OCBC) and HSBC (Hongkong & Shanghai Banking Corp). By January 2002, 4 banks are expected to sign up with CrimsonLogic while by December 2002, around 10 banks will offer trade finance through the suite. Any trade

conducting using the suite will also enjoy insurance coverage from a selection of companies including NTUC Income Insurance Cooperative, Yasuda Fire and Marine Insurance (Asia), HSBC Insurance (Asia) Ltd and Royal and Sun Alliance.

Company: SINGAPORE NETWORK SERVICES; SNS; CRIMSONLOGIC; BINTANG MAS SHIPPING; OLDENDORFF CARRIERS (INDOTRANS); SINOS MARITIME; PACIFIC EAGLE LINES; STANDARD CHARTERED; OVERSEAS CHINESE BANKING; OCBC; HSBC; HONGKONG & SHANGHAI BANKING; NTUC INCOME INSURANCE COOPERATIVE; YASUDA FIRE & MARINE INSURANCE (ASIA); HSBC INSURANCE (ASIA); ROYAL & SUN ALLIANCE

Product: Production Management (9913); Water Transportation (4400);

Event: Product Design & Development (33); Companies Activities (10);

Country: Singapore (95IN);

24/5/12 (Item 2 from file: 583)

DIALOG(R)File 583; Gale Group Globalbase(TM)

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09555478

Enron to go online with three more routes for derivatives portfolio

US: ENRON ADDS **MORE ROUTES** TO DERIVATIVE PORTFOLIO

Lloyd's List (LL) 03 Jul 2001 p.4

Language: ENGLISH

The US energy company, Enron, has unveiled plans to add three **more routes** to its **freight derivative** portfolio. The **online trading platform** of Enron will now include a clean 30,000 tonnes Singapore to Japan route, a clean 33,000 tonnes Continent to US route and a dirty 70,000 tonnes Caribbean up coast route. Enron said the new routes would open up the Far East and US markets as well as help improve the liquidity of the project. The expansion of the portfolio follows the success of Enron's North Sea swaps that has produced as much as 3mn tonnes of paper freight since October 2000.

Company: ENRON

Product: Water Transportation (4400);

Event: Plant/Facilities/Equipment (44);

Country: United States (1USA);

22/3,K/3 (Item 3 from file: 20)

DIALOG(R)File 20: Dialog Global Reporter

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12708592 (USE FORMAT 7 OR 9 FOR FULLTEXT)

Interface with From2 Provides Neopost Logistics Systems Users Guaranteed International Landed Transportation Costs

BUSINESS WIRE

September 06, 2000

Journal Code: WBWE **Language:** English **Record Type:** FULLTEXT

Word Count: 871

(USE FORMAT 7 OR 9 FOR FULLTEXT)

...as destination, contents and required delivery time. The company can ship any item, regardless of size, shape, weight, or value. Customers can choose from a **variety** of air, ground and ocean **transportation options**, with advance quotes for each option. From2 is the only

international logistics company to guarantee landed cost and on-time delivery of a package to...

37/3,K/5 (Item 5 from file: 20)
DIALOG(R)File 20: Dialog Global Reporter
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21314473 (USE FORMAT 7 OR 9 FOR FULLTEXT)
TWA: New shipping portal debuts for American Airlines Cargo

M2 PRESSWIRE
February 18, 2002
Journal Code: WMPR **Language:** English **Record Type:** FULLTEXT
Word Count: 383

-
...Global Logistics, a virtual integrator, who has the support of several industry-leading transportation companies to provide component transportation services.
Air cargo customers have a **number of Internet options** at American **Airlines** to facilitate **shipping** packages and larger freight shipments. For the past year, AAToday.com has served Americans same-day customers with full Internet service. In December, AACargo.com...

37/3,K/7 (Item 7 from file: 20)
DIALOG(R)File 20: Dialog Global Reporter
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20298231 (USE FORMAT 7 OR 9 FOR FULLTEXT)
UK Government: Keeble welcomes recommendations of Cambridge to Huntingdon multi modal study

M2 PRESSWIRE
December 13, 2001
Journal Code: WMPR **Language:** English **Record Type:** FULLTEXT
Word Count: 868
(USE FORMAT 7 OR 9 FOR FULLTEXT)
...multi-modal studies programme is a key element of our policies for integrated transport. It applies rigorously the principles which underpin our ten-year plan, **matching solutions** to severe **transport** problems by assessing all the **options** across **different transport modes**.
"The Cambridge to Huntingdon **multi-modal** study has looked in depth at the problems caused by the congested A14. These include unreliable journey times, affecting freight and public transport, as...

37/3,K/26 (Item 3 from file: 15)
DIALOG(R)File 15: ABI/Inform(R)
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06022039 52463153
The Missing Piece

KRAUSE, KRISTIN S
Journal of Commerce pp: 28
Apr 3, 2000
Journal Code: JOCO
Word Count: 1247

Text:
...options environment, not a solutions environment. Freightquote.com is a solutions environment," he said.

The genesis behind freightquote.com wasn't to provide the cheapest **shipping options online** but to become a **one** -stop shop for **shippers** using **multiple modes** and seeking a simpler way to handle transportation. However, freightquote.com's attractive rates are what customers are talking about.

Sam Martin, president of Martin...

37/3,K/43 (Item 20 from file: 15)
DIALOG(R)File 15: ABI/Inform(R)
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00903654 95-53046
Reaching for the stars

Thomas, Jim
Distribution v93n8 pp: 6
Aug 1994
ISSN: 0273-6721 **Journal Code:** DWV
Word Count: 246

Text:
...by identifying the most cost-effective, direct and indirect transportation modes. Based on customer defined service requirements, mainly desired pick-up and delivery dates, the **software** considers all **shipping modes** and **options**, even aberrations like **multi**-stop truckloads.

"Once we have the pick up and delivery dates we can do some intelligent, dynamic routing. Costs can then be compared and optimized...

B. Additional Resources Searched

Financial Times FullText (via ProQuest): No relevant results.

Internet & Personal Computing Abstracts (via EBSCOhost): No relevant results.

II. Inventor Search Results from Dialog

Dialog eLink: [Order File History](#)

38/3K/2 (Item 1 from file: 349)

DIALOG(R)File 349: PCT FULLTEXT

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01166536

FREIGHT FULFILLMENT AND TRADING PLATFORM TRANSPORT DE MARCHANDISES ET PLATEFORME D'ECHANGE

Patent Applicant/Patent Assignee:

- **FUTUREFREIGHT CORPORATION**
634 Jay Street, Suite A, Los Altos, CA 94022; US; US(Residence); US(Nationality); (For all designated states except: US)

Patent Applicant/Inventor:

- **LAURENT Pierre L**
634 Jay Street, Los Altos, CA 94022; US; US(Residence); US(Nationality); (Designated only for: US)
- **MINER Petere**
566 Van Buren Street, Los Altos, CA 94022; US; US(Residence); US(Nationality); (Designated only for: US)
- **LAURENT Pierre L.... ..Designated only for: US)**
- **MINER Petere**

Legal Representative:

- **NGUYEN Joseph A (agent)**
IP Strategy Group, P.O. Box 700640, San Jose, CA 95170-0640; US

	Country	Number	Kind	Date
Patent	WO	200488473	A2-A3	20041014
Application	WO	2004US9424		20040325
Priorities	US	2003457166		20030325
	US	2003457167		20030325
	US	2003457164		20030325
	US	2003457165		20030325
	US	2003457163		20030325

Designated States: (All protection types applied unless otherwise stated - for applications 2004+)

AE; AG; AL; AM; AT; AU; AZ; BA; BB; BG;
BR; BW; BY; BZ; CA; CH; CN; CO; CR; CU;
CZ; DE; DK; DM; DZ; EC; EE; EG; ES; FI;
GB; GD; GE; GH; GM; HR; HU; ID; IL; IN;
IS; JP; KE; KG; KP; KR; KZ; LC; LK; LR;
LS; LT; LU; LV; MA; MD; MG; MK; MN; MW;
MX; MZ; NA; NI; NO; NZ; OM; PG; PH; PL;
PT; RO; RU; SC; SD; SE; SG; SK; SL; SY;
TJ; TM; TN; TR; TT; TZ; UA; UG; US; UZ;
VC; VN; YU; ZA; ZM; ZW;

[EP] AT; BE; BG; CH; CY; CZ; DE; DK; EE; ES;
FI; FR; GB; GR; HU; IE; IT; LU; MC; NL;
PL; PT; RO; SE; SI; SK; TR;

[OA] BF; BJ; CF; CG; CI; CM; GA; GN; GQ; GW;
ML; MR; NE; SN; TD; TG;

[AP] BW; GH; GM; KE; LS; MW; MZ; SD; SL; SZ;
TZ; UG; ZM; ZW;

[EA] AM; AZ; BY; KG; KZ; MD; RU; TJ; TM;

Language Publication Language: English

Filing Language: English

Fulltext word count: 17051

Dialog eLink: [Order File History](#)

25/5/1 (Item 1 from file: 350)

DIALOG(R)File 350: Derwent WPIX

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0014547315 *Drawing available*

WPI Acc no: 2004-729272/200471

Multi-modal shipment fulfilling method in freight industry, involves selecting subset of derivative contracts that satisfy derivative purchase request, including contracts for two transportation modes, from database

Patent Assignee: FUTURE FREIGHT CORP (FUTU-N)

Inventor: LAURENT P L; MINER P

Patent Number		Kind	Date	Application Number		Kind	Date	Update	Type
WO/2004/088473		A2	200411014	WO/2004/088473		P	20040325	200471	B
US 20040249699		A1	200411209	US 2003457163		P	20030325	200481	E
				US 2003457163		P	20030325		
				US 2003457164		P	20030325		
				US 2004810061		A	20040325		
				US 2003457165		P	20030325		
				US 2003457166		P	20030325		
				US 2003457167		P	20030325		
				US 2004810306		A	20040325		

Priority Applications (no., kind, date): US 2003457167 P 20030325; US 2003457166 P 20030325; US 2003457165 P 20030325; US 2003457164 P 20030325; US 2003457163 P 20030325; US 2004810060 A 20040325; US 2004810061 A 20040325; US 2004810306 A 20040325

Alerting Abstract WO A2

NOVELTY - A derivative purchase request having contract requirements that specify shipment volume and performance time, is received. A subset of potentially suitable derivative contracts that satisfy the derivative purchase request, that includes derivative contracts for two transportation modes, is selected from a database.

USE - For fulfilling multi-modal shipment using network-based and computer-implemented techniques in freight industry involving transportation of goods such as liquid, and containers between destinations using variety of transportation modes.

ADVANTAGE - Prevents a shipper from viewing aggregate forecast data and from inappropriately obtaining data.

DESCRIPTION OF DRAWINGS - The figure shows the high-level functional architecture of the future-freight system.

Title Terms /Index Terms/Additional Words: MULTI; MODE; SHIPPING; METHOD; FREIGHT; INDUSTRIAL; SELECT; SUBSET; DERIVATIVE; CONTRACT; SATISFY; PURCHASE; REQUEST; TWO; TRANSPORT; DATABASE

III. Text Search Results from Dialog

A. Full-Text Databases

File 20:Dialog Global Reporter 1997-2010/Mar 23
(c) 2010 Dialog

File 15:ABI/Inform(R) 1971-2010/Mar 23
(c) 2010 ProQuest Info&Learning

File 610:Business Wire 1999-2010/Mar 24
(c) 2010 Business Wire.

File 810:Business Wire 1986-1999/Feb 28
(c) 1999 Business Wire

File 613:PR Newswire 1999-2010/Mar 23
(c) 2010 PR Newswire Association Inc

File 813:PR Newswire 1987-1999/Apr 30
(c) 1999 PR Newswire Association Inc

File 634:San Jose Mercury Jun 1985-2010/Mar 23
(c) 2010 San Jose Mercury News

File 624:McGraw-Hill Publications 1985-2010/Mar 23
(c) 2010 McGraw-Hill Co. Inc

File 9:Business & Industry(R) Jul/1994-2010/Mar 23
(c) 2010 Gale/Cengage

File 275:Gale Group Computer DB(TM) 1983-2010/Feb 12
(c) 2010 Gale/Cengage

File 621:Gale Group New Prod.Annou.(R) 1985-2010/Feb 03
(c) 2010 Gale/Cengage

File 636:Gale Group Newsletter DB(TM) 1987-2010/Feb 18
(c) 2010 Gale/Cengage

File 16:Gale Group PROMT(R) 1990-2010/Mar 23
(c) 2010 Gale/Cengage

File 160:Gale Group PROMT(R) 1972-1989
(c) 1999 The Gale Group

File 148:Gale Group Trade & Industry DB 1976-2010/Mar 23
(c) 2010 Gale/Cengage

File 348:EUROPEAN PATENTS 1978-201011
(c) 2010 European Patent Office

File 349:PCT FULLTEXT 1979-2010/UB=20100311|UT=20100304
(c) 2010 WIPO/Thomson

File 625:American Banker Publications 1981-2008/Jun 26
(c) 2008 American Banker

File 268:Banking Info Source 1981-2010/Mar W2
(c) 2010 ProQuest Info&Learning

File 626:Bond Buyer Full Text 1981-2008/Jul 07
(c) 2008 Bond Buyer

File 267:Finance & Banking Newsletters 2008/Sep 29
(c) 2008 Dialog

Set	Items	Description
S1	48189	(FREIGHT OR TRANSPORTATION OR CARGO OR AIRFREIGHT OR TRUCKLOAD OR SHIPPING OR INTERMODAL OR INTER()MODAL OR SEAFREIGHT OR MULTI()MODAL OR MULTIMODAL OR TANKER OR TRANSPORT?) (5N) (DERIVATIVE? ? OR FUTURES OR OPTIONS OR SWAPS OR HEDGE? ? OR HEDGING OR FORWARD? ?()) (FREIGHT()AGREEMENT? ? OR CONTRACT? ?))
S2	9531	(SHIP? ? OR TANKER? ? OR SHIPPING OR SHIPMENT OR CARGO OR FREIGHT OR TRANSPORT OR TRANSPORTATION OR TRUCK??? OR AIRFREIGHT OR TRUCKLOAD OR PAYLOAD OR

BUNDLING OR LOAD??? OR RAIL OR TRAIN? ? OR CARRIER? ? OR RAILROAD? ?) (5N)
(CAPACITY OR VOLUME? ? OR SIZE? ? OR WEIGHT OR AVAILABILITY OR LEVEL? ? OR STORAGE)

S3 12149 (SINGLE OR ONE OR SOLE OR MULTITUD? OR MANY OR PLURAL OR PLURALITY
OR MULTIPLE? OR SEVERAL OR MULTI OR MYRIAD OR NUMEROUS OR TWO OR MORE OR NUMBER OR
VARIOUS OR ARRAY? ? OR DIFFERENT OR VARIETY OR HOST OR SELECTION) (5N) (MODES OR
CARRIERS OR SHIPPERS OR CHANNELS OR TRANSPORTATION OR FORWARDERS OR TRANSPORTERS OR
PRODUCERS OR MANUFACTURES OR ROUTES OR EXPEDITERS OR AIRLINES OR LANES)

S4 7146 (FORECAST??? OR MODELING OR MODELLING OR PREDICT? OR ALGORITHM?? OR
FORMULA OR LOGARITHM?? OR LOGIC() (STRUCTURE OR STRUCTURES) OR MATHEMATICAL OR MODEL
OR MODELS OR MODELING OR MODELLING OR PROJECTED OR PROJECTING OR PROJECTION OR
PROJECTIONS OR CALCULAT??? OR PROBABLE OR ESTIMAT??? OR TIME() SERIES OR
CROSS() SECTIONAL OR LONGITUDINAL OR PROSPECTIVE) (5N) (DATA OR INFORMATION OR
DEMAND OR SUPPLY OR SIZE OR WEIGHT OR VOLUME OR RATE? ? OR RATING? ? OR CAPACITY OR
LANE? ? OR QUANTIT??? OR PRICE? ? OR GEOGRAPHIC?? OR MODAL OR ROUTE? ? OR COURSE? ?
OR PLAN? ? OR TRAFFIC)

S5 19058 (BUY (2N) SELL OR AUCTION OR AUCTIONS OR AUCTIONING OR
COMPETITIVE() (BUYING OR PURCHAS??? OR BIDDING OR BIDS) OR DUTCHAUTION OR
DUTCHAUTIONS OR TRAD??? OR MATCH??? OR MARKET OR MARKETS OR INVEST??? OR
INVESTMENT? ? OR EXCHANG??? OR SWAP OR SWAPS OR SWAPP??? OR SWOP OR SWOPS OR
SWOPP??? OR BID OR BIDS OR BIDDING OR MARKETPLACE OR BROKER OR BROKERAGE OR
FINANCIAL OR DERIVATIVE? ? OR FUTURES OR OPTIONS OR FORWARDS OR FFA? ?) (5N)
(AUTOMAT? OR ELECTRONIC? OR NETWORK OR ONLINE OR ON() LINE OR SOFTWARE OR
APPLICATION? ? OR PROGRAM? ? OR MODULE? ? OR APP OR APPS OR SYSTEM? ? OR PLATFORM?
? OR INTERFACE? ? OR SOLUTION? ? OR PACKAGE? ? OR ELECTRONIC? OR TOOL? ? OR
TECHNOLOG??? OR GUI? ? OR API? ? OR MONITOR??? OR DISPLAY??? OR SCREEN? ? OR WEB OR
INTERNET OR PORTAL? ? OR WEBSITE? ? OR WEBPAGE? ? OR CONTRACT? ?)

S6 2 AU=(LAURENT, P? OR LAURENT P? OR LAURENT (1N) (P OR PIERRE) OR
MINER, P? OR MINER P? OR MINER (1N) (P OR PETERE))

S7 3195 S1 (S) S2
S8 450 S7 (S) S3
S9 53 S8 (S) S4
S10 26 S9 (S) S5
S11 10 S10 FROM 348,349
S12 3 S11 NOT AY>2003
S13 12 S9 FROM 348,349
S14 9 S13 NOT S12
S15 1 S14 NOT AY>2003
S16 31 S8 FROM 348,349
S17 27 S16 NOT (S12 OR S15)
S18 9 S17 NOT AY>2003
S19 12 S9 FROM 348,349
S20 41 S9 NOT S19
S21 13 S20 NOT PY>2003
S22 8 RD (unique items)
S23 2445 S1 (15N) S2
S24 189 S23 (15N) S3
S25 2 S24 FROM 348,349
S26 187 S24 NOT S25
S27 131 S26 NOT PY>2003
S28 88 RD (unique items)
S29 84 S28 NOT S22
S30 19 S29 (S) (S4 OR S5)

S31 5653 S1 (5N) S5
 S32 311 S31 (5N) S3
 S33 13 S32 FROM 348,349
 S34 298 S32 NOT S33
 S35 285 S34 NOT (S22 OR S30)
 S36 154 S35 NOT PY>2003
 S37 99 RD (unique items)
 S38 2 S6 NOT S18

Dialog eLink: [Order File History](#)

18/3K/4 (Item 2 from file: 349)

DIALOG(R)File 349: PCT FULLTEXT

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01060904

PROCESS FOR DETERMINING OPTIMAL PACKAGING AND SHIPPING OF GOODS

PROCEDE DE DETERMINATION DU CONDITIONNEMENT ET DE L'EXPEDITION OPTIMAUX DE MARCHANDISES

Patent Applicant/Inventor:

- DAMJI Salim**
 5852 Oso Avenue, Woodland Hills, CA 91367; US; US(Residence); US(Nationality)

Legal Representative:

- KELLEY Scott W (agent)**
 Kelly, Bauersfeld Lowry & Kelly, LLP, Suite 1650, 6320 Canoga Avenue, Woodland Hills, CA 91367; US

	Country	Number	Kind	Date
Patent	WO	200390149	A1	20031030
Application	WO	2003US12346		20030418
Priorities	US	2002374056		20020419

Designated States: (Protection type is "Patent" unless otherwise stated - for applications prior to 2004)

AE, AG, AL, AM, AT, AU, AZ, BA, BB, BG,
 BR, BY, BZ, CA, CH, CN, CO, CR, CU, CZ,
 DE, DK, DM, DZ, EC, EE, ES, FI, GB, GD,
 GE, GH, GM, HR, HU, ID, IL, IN, IS, JP,
 KE, KG, KP, KR, KZ, LC, LK, LR, LS, LT,
 LU, LV, MA, MD, MG, MK, MN, MW, MX, MZ,
 NO, NZ, OM, PH, PL, PT, RO, RU, SC, SD,
 SE, SG, SK, SL, TJ, TM, TN, TR, TT, TZ,
 UA, UG, UZ, VC, VN, YU, ZA, ZM, ZW

[EP] AT; BE; BG; CH; CY; CZ; DE; DK; EE; ES;
FI; FR; GB; GR; HU; IE; IT; LU; MC; NL;
PT; RO; SE; SI; SK; TR;

[OA] BF; BJ; CF; CG; CI; CM; GA; GN; GQ; GW;
ML; MR; NE; SN; TD; TG;

[AP] GH; GM; KE; LS; MW; MZ; SD; SL; SZ; TZ;
UG; ZM; ZW;

[EA] AM; AZ; BY; KG; KZ; MD; RU; TJ; TM;

Language Publication Language: English

Filing Language: English

Fulltext word count: 9707

Detailed Description:

...management systems, the rate shopping occurs after an order is packaged thus not optimizing on a packaging configuration that is ideally suited for a particular **freight** mode.

The specific dimensions and **weight** of a **transport** container can have a 2 dramatic impact on shipping charges especially when rate shopping across **multiple carriers**. In other words, there is no one optimal packaging configuration - there is only a single optimal packaging configuration for a given freight mode based on a certain time frame. When rate shopping across **multiple carriers** or comparing the increased costs of expediting a shipment comes into play, the number of optimal packaging configurations increases just as the number of **freight options**. For example, most small parcel **carriers** use the final total **weight** of a package for ground shipments as a basis of calculating a shipment fee to their customer. However, using the same carrier for a 'next... ..rate shopping between an LTL (less than truckload) and small parcel carrier, both use a different basis for charging for freight - typically the small parcel **carrier** uses **weight** on a per package basis whereas as the LTL **carrier** uses total **weight** regardless of the number of parcels and a freight class. Because of these differences, it is usually a good tactic to try to limit the...

Dialog eLink: [Order](#) [File](#) [History](#)

18/3K/6 (Item 4 from file: 349)

DIALOG(R)File 349: PCT FULLTEXT

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00988723

ON-DEMAND TRANSPORTATION SYSTEM
SYSTEME DE TRANSPORT A LA DEMANDE

Patent Applicant/Inventor:

- **HILEMAN Rayan M**
6200 Seward Park Avenue South, Seattle, WA 98118; US; US(Residence); US(Nationality)

Legal Representative:

- **LOWE David A (agent)**
Black Lowe & Graham; PLLC, 816 Second Avenue, Seattle, WA 98104; US

	Country	Number	Kind	Date
Patent	WO	200318457	A2-A3	20030306
Application	WO	2002US26809		20020821
Priorities	US	2001935564		20010822

Designated States: (Protection type is "Patent" unless otherwise stated - for applications prior to 2004)

AE, AG, AL, AM, AT, AU, AZ, BA, BB, BG,
BR, BY, BZ, CA, CH, CN, CO, CR, CU, CZ,
DE, DK, DM, DZ, EC, EE, ES, FI, GB, GD,
GE, GH, GM, HR, HU, ID, IL, IN, IS, JP,
KE, KG, KP, KR, KZ, LC, LK, LR, LS, LT,
LU, LV, MA, MD, MG, MK, MN, MW, MX, MZ,
NO, NZ, OM, PH, PL, PT, RO, RU, SD, SE,
SG, SI, SK, SL, TJ, TM, TN, TR, TT, TZ,
UA, UG, UZ, VC, VN, YU, ZA, ZM, ZW

[EP] AT; BE; BG; CH; CY; CZ; DE; DK; EE; ES;
FI; FR; GB; GR; IE; IT; LU; MC; NL; PT;
SE; SK; TR;

[OA] BF; BJ; CF; CG; CI; CM; GA; GN; GQ; GW;
ML; MR; NE; SN; TD; TG;

[AP] GH; GM; KE; LS; MW; MZ; SD; SL; SZ; TZ;
UG; ZM; ZW;

[EA] AM; AZ; BY; KG; KZ; MD; RU; TJ; TM;

Language Publication Language: English

Filing Language: English

Fulltext word count: 11320

Claims:

...passenger or package according to a transportation option selected.

4 The on-demand transportation system of claim 3, wherein the component configured to evaluate the **transportation** request information to determine **transportation options**, including available routes of travel and costs associated with transporting the at least one of passenger or package, utilizes information on the logistical and geographic features of the area for which **transportation** of the at least one of passenger or package is offered, the location, capacity, and **availability** of the vehicle to **transport** the at least one of passenger or package, and current and historical traffic conditions along possible routes of travel for which **transportation** of the at least one of passenger or package is offered.

5 The on-demand transportation system of claim 3, wherein the component configured to schedule **transportation** for the at least one of passenger or package according to the selected transportation option comprises: if account information exists in the server associated with the at least one of...one of passenger or package for therequested transportation; and if account authorization for the requested transportation is not obtained, providing

notification of alternative payment **options**.

6 The on-demand **transportation** system of claim 1, wherein the ...a satellite dish facilitating information exchange among the user system, vehicle, and server. 18 . An on-demand transportation system for use in scheduling at least **one** of passenger or package **transportation**, comprising: a means for scheduling the at least **one** of passenger or package **transportation**, the means having a communications device capable of communication; a transportation means for providing the at least **one** of passenger or package **transportation**, the means comprising a communications device for transmitting and receiving information, and a processing system having a processor, a memory, and a database for controlling vehicle system components; a means for maintaining information on at least one of logistical and geographic features of the area for which **transportation** of the at least **one** of passenger or package is offered, information on the location, **capacity**, and **availability** of **transportation** means to **transport** the at least one of passenger or package, and information on current and historical traffic conditions along possible routes of travel for which **transportation** of the at least **one** of passenger or package is offered; and a means for providing communication among the user system, vehicle, and server.

8 The on-demand transportation system of claim 7, wherein the means for scheduling the at least **one** of passenger or package **transportation** is configured to evaluate the **transportation** request information to determine **transportation options**, including available routes of travel and costs associated with transporting the at least one of passenger or package, utilizes information on the logistical and geographic features of the area for which **transportation** of the at least **one** of passenger or package is offered, the location, capacity, and **availability** of the vehicle to **transport** the at least one of passenger or package, and current and historical traffic conditions along possible routes of travel for which **transportation** of the at least **one** of passenger or package is offered.

9 A method for scheduling at least one of passenger or package transportation in an on-demand transportation system...

Dialog eLink: [Order File History](#)

18/3K/9 (Item 7 from file: 349)

DIALOG(R)File 349: PCT FULLTEXT

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00579220

SYSTEM AND METHOD FOR TRANSACTION ENABLED ADVERTISING SYSTEME ET PROCEDE DE PUBLICITE PERMETTANT UNE TRANSACTION

Patent Applicant/Patent Assignee:

- **CYBUY LLC**
- **ROBINSON Sandra**

Inventor(s):

- **ROBINSON Sandra**

	Country	Number	Kind	Date
Patent	WO	200042593	A1	20000720
Application	WO	2000US965		20000114
Priorities	US	99115985		19990115

Designated States: (Protection type is "Patent" unless otherwise stated - for applications prior to 2004)

AL, AM, AT, AU, AZ, BA, BB, BG, BR, BY,
CA, CH, CN, CU, CZ, DE, DK, EE, ES, FI,
GB, GD, GE, GH, GM, HR, HU, ID, IL, IN,
IS, JP, KE, KG, KP, KR, KZ, LC, LK, LR,
LS, LT, LU, LV, MD, MG, MK, MN, MW, MX,
NO, NZ, PL, PT, RO, RU, SD, SE, SG, SI,
SK, SL, TJ, TM, TR, TT, UA, UG, UZ, VN,
YU, ZW, GH, GM, KE, LS, MW, SD, SI, SZ,
TZ, UG, ZW, AM, AZ, BY, KG, KZ, MD, RU,
TJ, TM, AT, BE, CH, CY, DE, DK, ES, FI,
FR, GB, GR, IE, IT, LU, MC, NL, PT, SE,
BF, BJ, CF, CG, CI, CM, GA, GN, GW, ML,
MR, NE, SN, TD, TG

Language Publication Language: English

Fulltext word count: 26425

Detailed Description:

...Accordingly, the system 10 maintains and stores information on flat rate charges, for example, in a static pricing grid, as well as information on **multiple shipping-type options** and **multiple shippers**.

0 Dynamic price calculations may be performed to provide real-time comparison by customers for best prices. Also, queries may be processed in real-time...

22/3,K/1 (Item 1 from file: 20)

DIALOG(R)File 20: Dialog Global Reporter

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32281679 (USE FORMAT 7 OR 9 FOR FULLTEXT)

Q3 2003 LAN Chile Earnings Conference Call - Final

FAIR DISCLOSURE WIRE

October 31, 2003

Journal Code: WFDW **Language:** English **Record Type:** FULLTEXT

Word Count: 4742

-

...between 15% and 18%. Meanwhile, in the cargo business, which is entering its high season, capacity should increase between 15% and 20%. For 2004, we **estimate capacity** growth in the passenger business to be between 10% and 15%, and in **cargo** business, **capacity** should grow slightly more than that. For the longer-term we expect to continue to increase our revenues to market share gains, opening new routes...

22/3,K/5 (Item 1 from file: 613)

DIALOG(R)File 613: PR Newswire

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01001361 20030625NEW013 (USE FORMAT 7 FOR FULLTEXT)

Sales OnLine Direct Enhances aiShip(TM) Shipping Calculator

PR Newswire

Wednesday, June 25, 2003 09:32 EDT

Journal Code: PR **Language:** ENGLISH **Record Type:** FULLTEXT **Document Type:** NEWSWIRE

Word Count: 1,332

Text:

...time-consuming/profit-eating process of email correspondence with customers regarding shipping destinations and cost calculations. The aiShip calculator lets auction buyers immediately know their **shipping options** so they can make decisions without interference or delays."

aiShip allows eBay auction buyers to **calculate** comparative shipping/handling **rates**, sales tax and shipping insurance automatically for **multiple** shipping **carriers** at any time during the shopping or auction process to determine their total costs before they buy. Buyers can select from a seller-defined variety...

...we made it even easier for sellers to integrate the aiShip shipping calculator into their auctions and the calculator now accommodates a broader spectrum of **carrier** and insurance service **levels** to meet sellers' needs and save buyers money."

The aiShip enhancements include:

- * The Calculator Injector -- Automates adding the calculator to all or specified existing auctions...

30/3,K/2 (Item 2 from file: 20)

DIALOG(R)File 20: Dialog

Global Reporter

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reserved.

32811065 (USE FORMAT 7 OR 9 FOR

FULLTEXT)

Monday Is D-Day for Mesa, Ariz., Shoppers to

Ship, Mail Christmas Presents

Donna Hogan

KRTN KNIGHT-RIDDER TRIBUNE BUSINESS NEWS - THE

TRIBUNE - MESA, ARIZO

December 13, 2003

Journal Code: KTRI **Language:** English

Record Type: FULLTEXT

Word Count: 662

(USE

FORMAT 7 OR 9 FOR FULLTEXT)

...to spend more money than time in line, there are several options for getting domestic packages to their recipients before Santa shows up. All the **shippers** and the post office have **different** **levels** of air **shipping options**.

The prices go up as the number of days left goes down.

UPS and Fed Ex will still take shipments for Christmas Eve delivery as...

30/3,K/3 (Item 1 from file: 15)
DIALOG(R)File 15:
ABI/Inform(R)
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02641176 416796221

Choosing and negotiating transportation

Anonymous

Successful Meetings pp:

53-57

Sep 2003

ISSN:

0148-4052 **Journal Code:** SMM

Word Count:

3040

Text:

...should work with the airlines to ensure a degree of flexibility. In such cases, be sure flights are available and tickets reserved well in advance.

Program Pointers

GROUND TRANSPORTATION OPTIONS

There are several levels of ground transportation that you can choose for your incentive movement, for both airport transfers and mobility during the incentive trip...

30/3,K/7 (Item 5 from file: 15)
DIALOG(R)File 15:
ABI/Inform(R)
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01001681 96-51074

U.S. gas market adapting to commoditization Electricity likely to follow similar course

Pruner, David

Oil & Gas Journal
v93n11 pp: 66-70

Mar 13, 1995

ISSN: 0030-1388 **Journal**

Code: OGJ

Word Count: 2068

Text:

...each of these risks. A simple gas transaction involves risks of credit, price, basis (divergence between gas values in different markets), transportation, volumes, and foreign **exchange. Hedge tools** are available for each type, as shown in Table 1.(Table 1 omitted)

Deregulation and now

Commoditization has broken down the barriers of entry to...

30/3,K/13 (Item 1 from file: 16)
DIALOG(R)File 16: Gale
Group PROMT(R)
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08614509

Supplier Number: 73694256 (USE
FORMAT 7 FOR FULLTEXT)

**Tough times still ahead.(Brief
Article)(Statistical Data Included)**
Hydrocarbon
Processing , v 80 , n 3 , p 13
March , 2001

Language: English **Record Type:** Fulltext

Article Type: Brief Article; Statistical Data Included

Document Type: Magazine/Journal ; Trade

Word Count:

554

-

...s 2001 handbook features 110 technological advancements that are available for licensing. The Petrochemical Licensor Index lists over 350 processes. Yes, the HPI has options. **Many processing routes** are available; **selection** will be influenced by existing and adjacent plant infrastructures, feedstock **availability**, product **markets, transportation options** and more. **Technology** is a decisive driver that HPI companies should enlist to keep themselves as leader producers during any point of the petrochemical cycle.

Stephany Romanow, Senior...

30/3,K/15 (Item 3 from file: 16)
DIALOG(R)File 16: Gale

Group PROMT(R)
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03695332

Supplier Number: 45229977 (USE
FORMAT 7 FOR FULLTEXT)

**U.S. GAS MARKET ADAPTING TO
COMMODITIZATION; ELECTRICITY LIKELY TO FOLLOW SIMILAR COURSE**

The Oil and Gas Journal , p 66

Annual , 1995

Language: English

Record Type: Fulltext

Document Type: Magazine/Journal ;

Trade

Word Count: 2079

-

...each of these risks. A simple gas transaction involves risks of credit, price, basis (divergence between gas values in different markets), transportation, volumes, and foreign **exchange. Hedge tools** are available for each type, as shown in Table 1.

Commoditization has broken down the barriers of entry to the natural gas industry.

New players...

30/3,K/16 (Item 1 from file: 148)

DIALOG(R)File 148: Gale

Group Trade & Industry DB

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11343732 **Supplier Number:**
55755558 (USE FORMAT 7 OR 9 FOR FULL TEXT)

Fuel management partnerships can save time and money.

Eastman, Phillip T., Jr.

Plant Engineering , 53 , 9 , 92

Sept 30 , 1999

ISSN: 0032-082X

Language:

English

Record Type: Fulltext

Word Count:

1676 **Line Count:** 00147

...require risk assessment (equipment and operations), logistics support, and transportation interface management. In addition, a partner should be able to offer singular transportation modes and **options, multiple routing, contract** development and administration,

rail car lease management, performance metric development, and **freight weight** control as necessary.

- Inventory management/fuel asset optimization. Fuel managers that can handle ownership taxes and options and financial risks, as well as provide measurability...

30/3,K/18 (Item 3 from file: 148)
DIALOG(R)File 148: Gale
Group Trade & Industry DB
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02514969 **Supplier Number:**
04056954 (USE FORMAT 7 OR 9 FOR FULL TEXT)

The grain industry will lose transportation competition if Consolidated Rail Corp. is sold to Norfolk Southern.

PR Newswire , PH118

Dec 10 , 1985
Language: ENGLISH
Record
Type: FULLTEXT
Word Count: 853
Line Count: 00069

...at the seventh annual transportation seminar sponsored by Milling & Baking News, a trade publication.

Such a takeover, he said, would create "the single largest transportation **network** in the nation. The great **market** power of a **railroad** this **size** would reduce the competitive **transportation options** in the Eastern half of the country from three to two, and in some cases, one."

For instance, Reed said, under a combined NS/Conrail...

37/3,K/14 (Item 14 from file: 20)
DIALOG(R)File 20: Dialog Global Reporter
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10296030 (USE FORMAT 7 OR 9 FOR FULLTEXT)
TanData and Transcomm Sign VAR and Integrator Agreement; Solution Will Provide Additional Features and Functionality for Customers

PR NEWSWIRE
March 28, 2000
Journal Code: WPRW **Language:** English **Record Type:** FULLTEXT
Word Count: 436

-

...Transcomm to provide its customers with a complete shipping solution built on TanData's ChainLink(TM) software. ChainLink, based on TanData's acclaimed Prologistics(TM) **transportation** management **technology**, includes **multi-carrier shipping options** as well as a toolkit for adding shipping functionality to existing applications. As a certified TanData integrator, Transcomm will have approximately 20 staff members with...

37/3,K/28 (Item 5 from file: 15)
DIALOG(R)File 15: ABI/Inform(R)
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03008786 28319201
On the road to more investment

Mullin, Rick
Chemical Week v160n11 pp: 49-50
Mar 25, 1998
ISSN: 0009-272X Journal Code: CEM

Abstract:

...operations, cut costs, and satisfy customers, additional software packages for supply chain management, manufacturing optimization, and transportation planning and management will have to be added. **Many** new **options** are emerging. While **transportation** management **systems** software has been around for about 4 years, many SCM and ERP vendors are beginning to incorporate transportation functions as an integral part of their...

37/3,K/30 (Item 7 from file: 15)
DIALOG(R)File 15: ABI/Inform(R)
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02365941 120618483
Energy customers focused on bottom-line

Nordham, Doug
Public Utilities Fortnightly v140n10 pp: 10-11
May 15, 2002
ISSN: 1078-5892 Journal Code: PUF
Word Count: 566
Text:

...risk exposure profile.

CEMs are beginning to develop hedging strategies that include switching from the previous month-to-month supply contracts to a combination of **forward contracts, swaps**, and local **transportation** agreements. For **one** large aircraft manufacturer, these actions provided savings of over \$5 million of their \$180 million annual energy bill, and reduced the variability and risk in...

37/3,K/38 (Item 15 from file: 15)
DIALOG(R)File 15: ABI/Inform(R)
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01711468 03-62458
Moving more for less

Weil, Marty
Manufacturing Systems v16n9 pp: 90-94
Sep 1998
ISSN: 0748-948X **Journal Code:** MFS
Word Count: 1830
Text:
...eat the difference."

Alfa Aesar's customer service also has improved. By interfacing with the TMS, the order-entry system can now offer customers estimated **freight rates and options from different carriers.** "This **system** not only gives customers a good cost estimate, but it also allows customer service representatives to promote the company's discounted air rates," says Singelais...

37/3,K/51 (Item 3 from file: 813)
DIALOG(R)File 813: PR Newswire
(c) 1999 PR Newswire Association Inc. All rights reserved.

1020827 LATU047
William E. Simon & Sons and Oaktree Capital Management Continue Logistics Strategy with Matrix International Logistics

Date: November 12, 1996 **13:09 EST** **Word Count:** 637

Correction:
...a variety of management reports."

Mr. Payton further stated, "Like LEP, Matrix is a non-asset intensive forwarder which utilizes the services of an infinite **number of multi-modal transportation services and options** to design customized logistics **solutions** for its customers. The synergies of our three subsidiaries create a substantial global logistics solution for our customers. Matrix and LEP have similar shipment tracking..."

37/3,K/52 (Item 4 from file: 813)
DIALOG(R)File 813: PR Newswire
(c) 1999 PR Newswire Association Inc. All rights reserved.

OAG CargoDisk Now Available for Exporters, Shipping and Logistics Coordinators

Date: September 17, 1996 **12:51 EDT** **Word Count:** 514

Correction:

...to find out if that carrier serves the two desired cities. If there are no direct flights on the desired route, a list of trans-**shipping options** is **displayed**.

By simply selecting **one** of the suggested **routes**, users can obtain full details of the schedule, including aircraft type, cargo configuration (half passenger, half cargo or all-freighter service), departure and arrival times...

IV. Text Search Results from Dialog

A. Abstract Databases

File 35:Dissertation Abs Online 1861-2010/Feb
(c) 2010 ProQuest Info&Learning
File 474:New York Times Abs 1969-2010/Mar 24
(c) 2010 The New York Times
File 475:Wall Street Journal Abs 1973-2010/Mar 24
(c) 2010 The New York Times
File 583:Gale Group Globalbase(TM) 1986-2002/Dec 13
(c) 2002 Gale/Cengage
File 65:Inside Conferences 1993-2010/Mar 17
(c) 2010 BLDSC all rts. reserv.
File 99:Wilson Appl. Sci & Tech Abs 1983-2010/Jan
(c) 2010 The HW Wilson Co.
File 2:INSPEC 1898-2010/Mar W2
(c) 2010 The IET
File 256:TecTrends 1982-2010/Mar W3
(c) 2010 Info.Sources Inc. All rights res.
File 350:Derwent WPIX 1963-2010/UD=201019
(c) 2010 Thomson Reuters
File 347:JAPIO Dec 1976-2009/Nov(Updated 100228)
(c) 2010 JPO & JAPIO
File 139:EconLit 1969-2010/Mar
(c) 2010 American Economic Association

Set	Items	Description
S1	3320	(FREIGHT OR TRANSPORTATION OR CARGO OR AIRFREIGHT OR TRUCKLOAD OR SHIPPING OR INTERMODAL OR INTER()MODAL OR SEAFREIGHT OR MULTI()MODAL OR MULTIMODAL OR TANKER OR TRANSPORT?) (5N) (DERIVATIVE? ? OR FUTURES OR OPTIONS OR SWAPS OR HEDGE? ? OR HEDGING OR FORWARD? ?) (FREIGHT()AGREEMENT? ? OR CONTRACT? ?))
S2	237	(SHIP? ? OR TANKER? ? OR SHIPPING OR SHIPMENT OR CARGO OR FREIGHT OR TRANSPORT OR TRANSPORTATION OR TRUCK??? OR AIRFREIGHT OR TRUCKLOAD OR PAYLOAD OR BUNDLING OR LOAD??? OR RAIL OR TRAIN? ? OR CARRIER? ? OR RAILROAD? ?) (5N) (CAPACITY OR VOLUME? ? OR SIZE? ? OR WEIGHT OR AVAILABILITY OR LEVEL? ? OR STORAGE)
S3	324	(SINGLE OR ONE OR SOLE OR MULTITUD? OR MANY OR PLURAL OR PLURALITY OR MULTIPLE? OR SEVERAL OR MULTI OR MYRIAD OR NUMEROUS OR TWO OR MORE OR NUMBER OR VARIOUS OR ARRAY? ? OR DIFFERENT OR VARIETY OR HOST OR SELECTION) (5N) (MODE? ? OR CARRIER? ? OR SHIPPER? ? OR CHANNEL? ? OR TRANSPORTATION OR FORWARDER? ? OR TRANSPORTER? ? OR PRODUCER? ? OR ROUTE? ? OR EXPEDITER? ? OR AIRLINE? ? OR LANE? ?)
S4	167	(FORECAST??? OR MODELING OR MODELLING OR PREDICT? OR ALGORITHM?? OR FORMULA OR LOGARITHM?? OR LOGIC() (STRUCTURE OR STRUCTURES) OR MATHEMATICAL OR MODEL OR MODELS OR MODELING OR MODELLING OR PROJECTED OR PROJECTING OR PROJECTION OR PROJECTIONS OR CALCULAT??? OR PROBABLE OR ESTIMAT??? OR TIME()SERIES OR CROSS()SECTIONAL OR LONGITUDINAL OR PROSPECTIVE) (5N) (DATA OR INFORMATION OR DEMAND OR SUPPLY OR SIZE OR WEIGHT OR VOLUME OR RATE? ? OR RATING? ? OR CAPACITY OR LANE? ? OR QUANTIT??? OR PRICE? ? OR GEOGRAPHIC?? OR MODAL OR ROUTE? ? OR COURSE? ? OR PLAN? ? OR TRAFFIC)

S5 557 (BUY (2N) SELL OR AUCTION OR AUCTIONS OR AUCTIONING OR
 COMPETITIVE() (BUYING OR PURCHAS??? OR BIDDING OR BIDS) OR DUTCHAUTION OR
 DUTCHAUTIONS OR TRAD??? OR MATCH??? OR MARKET OR MARKETS OR INVEST??? OR
 INVESTMENT? ? OR EXCHANG??? OR SWAP OR SWAPS OR SWAPP??? OR SWOP OR SWOPS OR
 SWOPP??? OR BID OR BIDS OR BIDDING OR MARKETPLACE OR BROKER OR BROKERAGE OR
 FINANCIAL OR DERIVATIVE? ? OR FUTURES OR OPTIONS OR FORWARDS OR FFA? ?) (5N)
 (AUTOMAT? OR ELECTRONIC? OR NETWORK OR ONLINE OR ON()LINE OR SOFTWARE OR
 APPLICATION? ? OR PROGRAM? ? OR MODULE? ? OR APP OR APPS OR SYSTEM? ? OR PLATFORM?
 ? OR INTERFACE? ? OR SOLUTION? ? OR PACKAGE? ? OR ELECTRONIC? OR TOOL? ? OR
 TECHNOLOG??? OR GUI? ? OR API? ? OR MONITOR??? OR DISPLAY??? OR SCREEN? ? OR WEB OR
 INTERNET OR PORTAL? ? OR WEBSITE? ? OR WEBPAGE? ? OR CONTRACT? ?)

S6 1 AU=(LAURENT, P? OR LAURENT P? OR LAURENT (1N) (P OR PIERRE) OR
 MINER, P? OR MINER P? OR MINER (1N) (P OR PETERE))

S7 237 S1 AND S2
 S8 40 S7 AND S3
 S9 16 S8 AND (S4 OR S5)
 S10 7 S9 FROM 350,347
 S11 4 S10 NOT AY>2003
 S12 19 S8 FROM 350,347
 S13 15 S12 NOT S11
 S14 7 S13 NOT AY>2003
 S15 557 S1 AND S5
 S16 69 S15 AND S3
 S17 31 S16 FROM 350,347
 S18 16 S17 NOT AY>2003
 S19 12 S18 NOT (S11 OR S14)
 S20 97 S8 OR S16
 S21 44 S20 FROM 350,347
 S22 53 S20 NOT S21
 S23 33 S22 NOT PY>2003
 S24 31 RD (unique items)
 S25 1 S6 NOT S11

Dialog eLink: [Order File History](#)

11/5/1 (Item 1 from file: 350)

DIALOG(R)File 350: Derwent WPIX

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0011225403 *Drawing available*

WPI Acc no: 2002-164695/200221

Related WPI Acc No: 2002-164696; 2002-172055; 2002-172056; 2004-132080

XRFX Acc No: N2002-125666

Route representation method for transport systems by deriving route segment table comprising one or more route segments

Patent Assignee: DEMETRIADES P A (DEME-D); GF X LTD (GFXG-N); GF-X OPERATIONS LTD (GFXO-N); GLOBAL FREIGHT EXCHANGE LTD (GLOB-N); MORGAN T H (MORG-I); PATTERSON S (PATT-I); RAVECH D (RAVE-I); ZOPPOS D (ZOPP-I)

Inventor: DEMETRIADES P; DEMETRIADES P A; MORGAN T; MORGAN T H; PATTERSON S; RAVECH D; REVECH D; ZOPPOS D

Patent Family (6 patents, 95 countries)

Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
WO 2002005109	A2	20020117	WO 2001GB3048	A	20010706	200221	B
AU 200169293	A	20020121	AU 200169293	A	20010706	200234	E
EP 1299816	A2	20030409	EP 2001947647	A	20010706	200325	E
			WO 2001GB3048	A	20010706		
CN 1447946	A	20031008	CN 2001812452	A	20010706	200403	E
US 20040015605	A1	20040122	WO 2001GB3048	A	20010706	200407	E
			US 2003332319	A	20030708		
AU 2001269293	A8	20051006	AU 2001269293	A	20010706	200610	E

Priority Applications (no., kind, date): GB 200016822 A 20000707; US 2000624069 A 20000724; GB 200031545 A 20001222

Alerting Abstract WO A2

NOVELTY - A short-term schedule of individual instances of route legs may be stored, each corresponding to a directly connectable station pair. A **route segment table** may comprise **one or more route segments**, each of which corresponds to an individual instance of a **one of the route legs**, or a combination of individual instances of the route legs, from the short-term schedule.

DESCRIPTION - INDEPENDENT CLAIMS are included for:

- A. a method for maintaining data stored in a route table and/or transfer set table stored in the memory unit of a computer system
- B. a method of operating a computer system for **automatically generating route options for a transport system including several transport providers**
- C. **a computer program** translatable into a form for configuring a computer system for implementing claimed methods
- D. a carrier medium for carrying a computer program code
- E. a computer system for providing an integrated representation of routes in a transport system
- F. a computer system for **automatically generating route options for a transport system**
- G. a client computer system

USE - For **automatically** generating routing options for an air cargo transport system.

ADVANTAGE - Provides efficient interchange of information by fully integration, versioning and updating data regarding all the **different** attributes of **various airline transport** systems such as schedule, available **capacity** and price information for review by forwarders. Improves efficiency by **using automated** integrated information management systems, optimization of routing options and route management, by for example, taking into account aircraft type with regard to **capacity** and **cargo type** for a particular route.

DESCRIPTION OF DRAWINGS - The drawing schematically illustrates details of a database structure for a data management system in accordance with the present invention.

Title Terms /Index Terms/Additional Words: ROUTE; REPRESENT; METHOD; TRANSPORT; SYSTEM; DERIVATIVE; SEGMENT; TABLE; COMPRISE; ONE; MORE

Dialog eLink: [Order File History](#)

14/5/4 (Item 4 from file: 350)

DIALOG(R)File 350: Derwent WPIX

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0013341786 *Drawing available*

WPI Acc no: 2003-429417/200340

Related WPI Acc No: 2007-456082

XRPX Acc No: N2003-342857

On-demand transportation system receives transportation request information from user system for passenger or package transportation through data channel and determines optimal routes of travel

Patent Assignee: HILEMAN R M (HILE-I)

Inventor: HILEMAN R M

Patent Family (4 patents, 99 countries)							
Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
US 20030040944	A1	20030227	US 2001935564	A	20010822	200340	B
WO 2003018457	A2	20030306	WO 2002US26809	A	20020821	200340	E
AU 2002313796	A1	20030310	AU 2002313796	A	20020821	200452	E
AU 2002313796	A8	20051103	AU 2002313796	A	20020821	200629	E

Priority Applications (no., kind, date): US 2001935564 A 20010822

Alerting Abstract US A1

NOVELTY - A server maintains information on logistical and geographic features of the area for which transportation of passenger or package is offered. The information on the location, capacity and **availability** of the vehicle to **transport** passenger and current information and historical traffic conditions along possible routes of travel are offered through a data channel.

DESCRIPTION - INDEPENDENT CLAIMS are also included for the following:

1. method for scheduling passenger or package transportation;
2. method for scheduling delivery of goods;
3. method for scheduling service for service item;
4. method for sending and receiving package delivery; and
5. method for calculating charges.

USE - For coordinating passenger and package transportation and calculating charges for such services.
 ADVANTAGE - Determines identical and overlapping transportation, financially feasible point-to-point or near point-to-point transportation service and evaluates highly accurate charges.
 DESCRIPTION OF DRAWINGS - The figure shows the flowchart of on-demand transportation system.

Title Terms /Index Terms/Additional Words: DEMAND; TRANSPORT; SYSTEM; RECEIVE; REQUEST; INFORMATION; USER; PASSENGER; PACKAGE; THROUGH; DATA; CHANNEL; DETERMINE; OPTIMUM; ROUTE; TRAVEL

Dialog eLink: [Order File History](#)

19/5/2 (Item 2 from file: 350)

DIALOG(R)File 350: Derwent WPIX

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0013802008 *Drawing available*

WPI Acc no: 2003-902117/200382

XRPX Acc No: N2003-720419

Shipping transaction system displays menu of shipping product options to customer at ordering station, and receives shipping preference and item information from customer, in response

Patent Assignee: GROFF J J (GROF-J); OLIVAL J (OLIV-I)

Inventor: GROFF J J; OLIVAL J

Patent Family (1 patents, 1 countries)						
Patent Number	Kind	Date	Application Number	Kind	Date	Update Type
US 20030217018	A1	20031120	US 2002150162	A	20020517	200382 B

Priority Applications (no., kind, date): US 2002150162 A 20020517

Patent Details					
Patent Number	Kind	Lang	Pgs	Draw	Filing Notes
US 20030217018	A1	EN	18	6	

Alerting Abstract US A1

NOVELTY - A data processing system constructs a menu of **shipping product options** and **displays** the constructed menu to a customer at the ordering station. The shipping preference information and item information received from the customer in response to the option menu, are communicated to an appropriate shipper ordering/tracking system.

DESCRIPTION - INDEPENDENT CLAIMS are also included for the following:

1. ordering station; and
2. method of conducting shipping transactions.

USE - For conducting shipping transactions for providing self service shipping products to shipping service customers.

ADVANTAGE - Allows the customers to choose appropriate shippers and shipping products without the need for searching multiple sources or facilities to obtain corresponding information.

DESCRIPTION OF DRAWINGS - The figure shows a flowchart illustrating the shipping transaction procedure.

Title Terms /Index Terms/Additional Words: SHIPPING; TRANSACTION; SYSTEM; DISPLAY; MENU ; PRODUCT; OPTION; CUSTOMER; ORDER; STATION; RECEIVE; PREFER; ITEM; INFORMATION; RESPOND

Dialog eLink: [Order File History](#)

19/5/3 (Item 3 from file: 350)

DIALOG(R)File 350: Derwent WPIX

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0013801631 *Drawing available*

WPI Acc no: 2003-901737/200382

XRPX Acc No: N2003-720056

Closed loop collect on delivery payment method for shipment, involves providing funds to pay for transaction to shipper, only if authorization number generated by third party payment system is validated by buyer

Patent Assignee: PITNEY BOWES INC (PTIB)

Inventor: ADAMS S; FOITH T J

Patent Family (4 patents, 96 countries)							
Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
US 20030212631	A1	20031113	US 2002379372	P	20020510	200382	B
			US 2002256737	A	20020926		
WO 2003096178	A1	20031120	WO 2003US14555	A	20030508	200403	E
AU 2003245271	A1	20031111	AU 2003245271	A	20030508	200442	E
EP 1508086	A1	20050223	EP 2003738909	A	20030508	200515	E
			WO 2003US14555	A	20030508		

Priority Applications (no., kind, date): US 2002379372 P 20020510; US 2002256737 A 20020926

Alerting Abstract US A1

NOVELTY - A buyer (14) makes a request that includes information related to transaction for payment to a third party payment system (26). The third party payment system generates an authorization number and the buyer receives a request for validation of the authorization number. The third party payment system provides funds to pay for the transaction to **shipper** (12), if the authorization **number** is validated.

DESCRIPTION - INDEPENDENT CLAIMS are also included for the following:

1. method for carrier to delivers good to the buyer; and
2. system for providing funds to pay for transaction between buyer and shipper.

USE - For closed loop collect on delivery (C.O.D) shipments.

ADVANTAGE - The liability imposed upon carriers for delivery of C.O.D shipments is reduced, payment is received by the shipper within a short time, and also provides **several** payment options for buyers.

DESCRIPTION OF DRAWINGS - The figure shows a portion of closed loop collect on delivery (C.O.D) transaction process.

Title Terms /Index Terms/Additional Words: CLOSE; LOOP; COLLECT; DELIVER; PAY; METHOD; SHIPPING; FUND; TRANSACTION; AUTHORISE; NUMBER; GENERATE; THIRD; PARTY; SYSTEM; VALID; BUY

Dialog eLink: [Order File History](#)

19/5/5 (Item 5 from file: 350)

DIALOG(R)File 350: Derwent WPIX

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0010741869 *Drawing available*
WPI Acc no: 2001-354481/200137
XRPX Acc No: N2001-257554

Computerized cargo carrier selection system in marine, receives information concerning transportation of cargo from user and correspondingly sends data pertaining to possible cargo transportation options to user

Patent Assignee: SALLIUM H (SALL-I)

Inventor: SALLIUM H

Patent Family (3 patents, 28 countries)							
Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
WO 2001/003035	A2	20010111	WO 2000US18076	A	20000630	200137	B
US 20020082880	A1	20020627	US 1999141947	P	19990701	200245	E
			WO 2000US18076	A	20000630		
			US 200132213	A	20011221		
EP 1242931	A2	20020925	EP 2000946938	A	20000630	200271	E
			WO 2000US18076	A	20000630		

Priority Applications (no., kind, date): US 1999141947 P 19990701; WO 2000US18076 A 20000630; US 200132213 A 20011221

Alerting Abstract WO A2

NOVELTY - An internet accessible host computer system (20) having access to data of cargo carrier, is provided.

Information concerning transportation of cargo is received from the user and correspondingly information pertaining to possible cargo transportation option is send to user.

DESCRIPTION - INDEPENDENT CLAIMS are also included for the following:

- A. Cargo transportation system;
- B. On-line interactive system for selecting cargo carrier

USE - In e.g. marine, air and land transportation of cargo, freight, materials and goods.

ADVANTAGE - Creates record of desired service so that user or an agent can use information to finalize transaction at later time. Provides information such as prices and customs requirements and also enables user to book transportation of cargo.

DESCRIPTION OF DRAWINGS - The figure shows the schematic illustration of computerized system for transporting cargo.

20 Internet accessible host computer system

Title Terms /Index Terms/Additional Words: CARGO; CARRY; SELECT; SYSTEM; MARINE; RECEIVE; INFORMATION; TRANSPORT; USER; CORRESPOND; SEND; DATA; PERTAIN; POSSIBILITY; OPTION

Dialog eLink: Order File History

19/5/6 (Item 6 from file: 350)

DIALOG(R)File 350: Derwent WPIX

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0010535110 *Drawing available*
WPI Acc no: 2001-137594/200114
XRPX Acc No: N2001-100261

Selected product transportation enabling method in automated shipping system, involves retrieving cost data relating to transportation of identified product to preset destination from database to compute total cost

Patent Assignee: FROM2.COM INC (FROM-N)

Inventor: FALIC L S; GOLDFARB G M; REDLHAMMER R E

Patent Family (2 patents, 81 countries)							
Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
WO 2000070519	A2	20001123	WO 2000US13120	A	20000512	200114	B
AU 200048459	A	20001205	AU 200048459	A	20000512	200114	E

Priority Applications (no., kind, date): US 1999134593 P 19990517; US 1999464537 A 19991215; US 1999464543 A 19991215

Alerting Abstract WO A2

NOVELTY - Cost data associated with **transportation** of selected products to **several** destinations are stored in a database (280). Information identifying a selected product and a destination, is received from requester over Internet (205). The cost data associated with transportation of the identified product to the specified destination, is retrieved from the database to calculate total cost for transportation.

DESCRIPTION - The information identifying the product comprises weight, size, product type, value, price or quantity data. The cost data comprises any of origin inland freight, destination inland freight, air freight, ocean freight, insurance, duties, taxes, custom clearance fee or import fee. INDEPENDENT CLAIMS are also included for the following:

- A. method for providing quote of total cost of transportation;
- B. apparatus for enabling shipment of products to destination;
- C. computer program product;
- D. method for generating quotations of delivered costs

USE - For providing total cost quotes for shipment of products domestically and internationally and for enabling initiation of shipment in automated shipping system. Also in transportation logistic system.

ADVANTAGE - Actual total cost can be calculated exactly by including country specific charges. Total delivered cost quote is presented to the requester with both ocean **freight** and air **freight options**. The entire quote process is completely transparent **and** seamless to the **shopper**.

DESCRIPTION OF DRAWINGS - The figure shows the conceptual block diagram of the transportation logistics system.

205 Internet

280 Database

Title Terms /Index Terms/Additional Words: SELECT; PRODUCT; TRANSPORT; ENABLE; METHOD; AUTOMATIC; SHIPPING; SYSTEM; RETRIEVAL; COST; DATA; RELATED; IDENTIFY; PRESET; DESTINATION; DATABASE; COMPUTATION; TOTAL

24/5/1 (Item 1 from file: 35)

DIALOG(R)File 35: Dissertation Abs Online

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01960726 ORDER NO: AADAA-I0805448

The stochastic behavior of spot freight rates and the risk premium in bulk shipping

Author: Adland, Roar Os

Degree: Ph.D.

Year: 2003

Corporate Source/Institution: Massachusetts Institute of Technology (0753)

Supervisor: Henry S. Marcus

Source: Volume 6407A of Dissertations Abstracts International.

PAGE 2670 .

Descriptors: TRANSPORTATION ; ECONOMICS, COMMERCE-BUSINESS

Descriptor Codes: 0709; 0505

The value of virtually any contract or asset in bulk shipping depends primarily on the stochastic dynamics of the forward freight rate curve. In the absence of a liquid and transparent market for **forward freight agreements**, the dynamics of the forward freight rate curve must be derived from the dynamics of the spot freight rate and the risk premium in the freight market. This thesis is an attempt to improve our understanding of the stochastic dynamics of freight rates and the nature and sources of risk in the freight markets. Two new spot freight rate models are proposed and estimated, applying nonparametric estimation in an effort to avoid misspecification. It is found that while a **one-factor Markovian model** can capture the mean reversion and level effect in the spot freight rate very well, an extension to a **multi-factor non-Markovian model** is required in order to account for the observed lag effects in the conditional mean and variance. New theory governing the risk premium in the freight markets is proposed, which suggests that the theoretical risk premium should be time varying and, in general, depend on the state of the freight market and the duration of the period charter in a systematic fashion. Empirical tests suggest that the implied risk premium changes over time, but are not able to confirm the dependence on the state of the spot freight market. (Copies available exclusively from MIT Libraries, Rm. 14-0551, Cambridge, MA 02139-4307. Ph. 617-253-5668; Fax 617-253-1690.)

24/5/2 (Item 2 from file: 35)

DIALOG(R)File 35: Dissertation Abs Online

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01945432 ORDER NO: AADAA-I3087377

Extending transportation system capacity flexibility model

Author: Chang, David J.

Degree: Ph.D.

Year: 2003

Corporate Source/Institution: University of Pennsylvania (0175)

Supervisor: Edward K. Morlok

Source: Volume 6404B of Dissertations Abstracts International.

PAGE 1884 , 179 PAGES

Descriptors: ENGINEERING, SYSTEM SCIENCE ; ENGINEERING, CIVIL

Descriptor Codes: 0790; 0543

Continuing economic growth and lag in infrastructure expansion has made transportation a vital concern in the nation's agenda. This increase in future traffic will continue to result in increased congestion and greater inefficiencies throughout the nation's transportation system. Therefore, the three papers presented are an extension of prior capacity work by dealing with 2 important questions. One is to consider flexibility and the other is to connect it to concepts of resource uses, resource limitations, and economic and practical capacity.

The first paper develops measures of transportation system flexibility for accommodating changing demands and traffic patterns. This study builds on the prior capacity model and extends it to analyze capacity flexibility. MAXCAP and ADDVOL models were developed to measure system flexibility utilizing the concept of reserve capacity. Capacity flexibility is measured by comparing the MAXCAP and ADDVOL estimated capacity of **different routing options** in the **transportation systems**. The measures and routing options are implemented and tested on a doublestack containerized freight rail network.

The second paper will consider how system parameters, resource uses and resource limitations could impact the economic and practical **capacity of the transportation system**. These resources and system parameters include speed, energy, and demand pattern shifts, which were not included in the previous models. The CMCAP Model was developed to estimate economic and practical **capacity of the transportation system**. CMCAP model results are used as a metric to compare changes in system parameters and how they effect the overall system capacity.

The last paper attempts to optimize the speed profile of a train route to minimize energy consumption. This is sought in a manner that makes possible generalization to a variety of different rail lines, train types, and other conditions. These rules are

derived using an analytic approximation to fuel consumption that is widely used for line haul railroad freight and passenger trains powered by diesel-electric locomotives. The rules are then tested using a standard train performance and fuel consumption simulator. The results indicate that the rules do in fact yield lower fuel consumption than speed profiles that deviate from the rules.

24/5/3 (Item 3 from file: 35)

DIALOG(R)File 35: Dissertation Abs Online

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01938356 ORDER NO: AADAA-I3082989

An interdisciplinary analysis of spot and futures markets for a telecommunications commodity

Author: Mindel, Joshua L

Degree: Ph.D.

Year: 2003

Corporate Source/Institution: Carnegie Mellon University (0041)

Adviser: Marvin A. Sirbu

Source: Volume 6403B of Dissertations Abstracts International.

PAGE 1469 . 211 PAGES

Descriptors: ENGINEERING, SYSTEM SCIENCE ; ECONOMICS, FINANCE

Descriptor Codes: 0790; 0508

The bandwidth trading concept emerged in the late 1990's during a very optimistic period in the telecommunications sector. To its advocates, bandwidth trading presented an opportunity to lower transaction costs and to improve risk management practices. To its detractors, bandwidth trading and the associated commoditization of bandwidth were seen as misguided or worse.

The issues raised by bandwidth trading are directly related to the interdisciplinary study of spot and futures markets for a telecommunications commodity that we undertake in this dissertation. From a public policy perspective, these markets potentially affect: (1) interconnection arrangements; (2) transaction efficiencies; (3) risk management; and (4) redundancy strategies for network survivability.

We first develop a taxonomy for contrasting types of telecommunications capacity and access services in the context of potential commodities. We then undertake economic and market viability analyses of two transport services.

We study price uncertainty in competitive, interdependent, spot and risk-neutral futures markets for transport services with guaranteed performance. We develop an economic model of two layer markets (trading market layer, aggregate supplier network layer) to study the impact of demand volatility and network outages on patterns of price uncertainty. We assume a short-term time horizon with uncertain, elastic demand and inelastic supply with network outages. Simulations show that for a given trading market layer, the extent to which price uncertainty propagates beyond those markets directly experiencing the equilibrium perturbation depends on the architecture of the aggregate supplier network layer. Hedgers will require this network information to effectively manage price risk. For a longer time horizon, a speculator could reduce price uncertainty more by accurately forecasting demand growth than by accurately forecasting supply growth.

We draw from discussions with industry practitioners to argue that conditions required for well-functioning telecommunications commodity markets are similar—in concept—to those required for any commodity market. Conditions are: **contract** fungibility, delivery infrastructure, liquid **market**, price uncertainty, and **trading/clearing system**. What is unique about the telecommunications commodity is its combination of: (1) being a service, not a tangible good; (2) rapid delivery requirements; (3) tight coupling of buyer and seller during delivery; and (4) market fragmentation.

24/5/6 (Item 6 from file: 35)

DIALOG(R)File 35: Dissertation Abs Online

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01250502 ORDER NO: AAD92-33700

OPEN ACCESS TRANSPORTATION, NETWORK COMPETITION, AND MARKET INTEGRATION IN THE NATURAL GAS PIPELINE INDUSTRY

Author: WALLS, WILLIAM DAVID

Degree: PH.D.

Year: 1992

Corporate Source/Institution: UNIVERSITY OF CALIFORNIA, IRVINE (0030)

Chair: ARTHUR S. DE VANY

Source: Volume 5307A of Dissertations Abstracts International.

PAGE 2474 . 165 PAGES

Descriptors: ECONOMICS, GENERAL.; ECONOMICS, COMMERCE-BUSINESS; ECONOMICS, FINANCE

Descriptor Codes: 0501; 0505; 0508

Until recently, federal regulation required natural gas pipelines to bundle the sale of natural gas with its transportation. Gas fields connected to city markets through merchant carrier pipelines who bought and sold gas through long-term contracts. Gas buyers were unable to transact directly with gas producers; they were able to deal only through merchant pipelines. This structure nearly precluded gas markets; there were only a few spot markets and there was no futures market.

Relaxed pipeline regulation has changed this; natural gas pipelines were permitted to unbundle gas from transportation and to offer pure **transportation** service. As **more** pipelines declared themselves to be "open access" pipelines, spot markets emerged and a **futures** market opened. Soon pipelines **transported** far more gas on behalf of their customers than they sold to them. By using and trading **transportation** on several pipelines, brokers and customers developed the ability to buy and sell gas at many points in the dense transmission grid. When enough pipelines opened themselves to transportation, the connected topology of the network could and did support geographic and intertemporal arbitrage.

Monthly and daily spot gas field and citygate prices are examined to determine the extent to which these markets have become integrated. The empirical results show that prices converged and became more cointegrated across the network. The results of a vector autoregression model support the conclusion that by 1990, trading and arbitrage under the new market institutions enforced an equilibrium free of arbitrage opportunities at the field level. At the city market level, the no-arbitrage condition does not yet hold as strongly due to the restrictions placed on transferable transportation rights by state and local authorities.

There are still limitations preventing full development of **markets** and competition in the pipeline **network**. In light of the dramatic increase in the efficiency of the natural gas market, there is no evidence to support the need for the Federal Energy Regulatory Commission or regulation. Regulation caused the price disparities and allocative inefficiency that markets eliminated.

24/5/7 (Item 7 from file: 35)

DIALOG(R)File 35: Dissertation Abs Online

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01227340 ORDER NO: AADMM-60465

MACROSCOPIC DELAY MODELS FOR THE ANALYSIS OF TRANSPORTATION SYSTEM MANAGEMENT OPTIONS

Author: HELALI, KHALED N.

Degree: M.ENG.

Year: 1990

Corporate Source/Institution: CARLETON UNIVERSITY (CANADA) (0040)

Supervisor: A. M. KHAN

Source: Volume 30/03 of MASTERS ABSTRACTS. of Dissertations Abstracts International.

PAGE 821 . 167 PAGES

Descriptors: ENGINEERING, CIVIL; TRANSPORTATION

Descriptor Codes: 0543; 0709

ISBN: 0-315-60465-4

During the last two decades emphasis in **transportation** planning has shifted from long-term, capital-intensive construction projects to short and medium-term, relatively low-capital cost projects aimed at using existing **transportation** facilities **more** efficiently. This trend integrated **Transportation** System Management (TSM) activities into the overall transportation planning process as a prerequisite prior to initiating major capacity expansion types of capital works.

In this thesis, multi-link streets and networks were synthesized and their performance in delay terms was estimated through micro-simulation. The output of such simulations, in conjunction with physical and traffic characteristics of these systems were used to develop multiple regression types of macro-simulation models of delay. The models developed are capable of estimating vehicle delay for both urban streets and networks. Field data were collected for model validation by using the videotape technique and maps. The models have proven to be valid and accurate. These macro-simulation models were successfully tested against the micro-simulation technique and the 1985 Highway Capacity Manual procedures. Finally a number of illustrative cases are included in this thesis which highlight the practical applications of the models. (Abstract shortened by UML)

24/5/8 (Item 8 from file: 35)
DIALOG(R)File 35: Dissertation Abs Online
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01116808 ORDER NO: AAD90-21580
WAREHOUSE LOCATION UNDER MULTIPLE TRANSPORTATION OPTIONS (DISTRIBUTION NETWORK DESIGN)

Author: SIRISOPONSILP, SOMPONG
Degree: PH.D.
Year: 1989
Corporate Source/Institution: UNIVERSITY OF MARYLAND (0117)
Director: JOSSEF PERL
Source: Volume 5103B of Dissertations Abstracts International.
PAGE 1404 . 207 PAGES
Descriptors: ENGINEERING, CIVIL; OPERATIONS RESEARCH
Descriptor Codes: 0543; 0796

The deregulation of the U.S. freight transportation industry has increased significantly the spectrum of **transportation options** available to shippers, thereby increasing the importance of representing **multiple transportation options** in the design and analysis of a logistics system. The objective of this study is to develop a methodology for analyzing warehouse location under **multiple transportation options**. The proposed methodology recognizes and represents the interdependence between facility location, transportation, and inventory decisions.

The problem of warehouse location under **multiple transportation options**, termed the Combined Warehouse Location-**Transportation Problem (CWLTP)**, is defined as that of determining the number and locations of warehouses, and the "optimal" **transportation options** between plants and warehouses, such as to minimize total distribution cost. The proposed CWLTP model differs from existing warehouse location models in three important aspects. First, it considers the **selection of transportation options** as output rather than input. Second, it includes an explicit representation of the inventory implications of warehouse location and transportation decisions. Thirdly, it explicitly represents the required level of customer service.

The CWLTP is a complex mixed integer problem which cannot be solved directly using existing optimization techniques. We develop a heuristic algorithm for solving the CWLTP, which is based on decomposing the CWLTP into two subproblems. Each of the two subproblems is shown to be a component of the CWLTP. With appropriate simplifications, the first subproblem is reduced to a linear mixed integer problem, and is solved exactly. The second subproblem is solved exactly using an implicit enumeration scheme.

We show that the CWLTP solution algorithm provides valid solutions to a sample of test problems of different sizes, and produces reasonable responses to changes in company policy and in the environment in which the company operates. It is also shown that a simultaneous optimization of warehouse location and transportation decisions can lead to a significantly lower total distribution cost, than a component-by-component approach in which warehouse location and transportation decisions are determined independently.

24/5/9 (Item 9 from file: 35)
DIALOG(R)File 35: Dissertation Abs Online
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1010964 ORDER NO: AAD88-04078

THE VEHICLE ROUTING PROBLEM WITH PRODUCT/SPATIAL CONSOLIDATION AND BACKHAULING

Author: MIN, HOKEY

Degree: PH.D

Year: 1987

Corporate Source/Institution: THE OHIO STATE UNIVERSITY (0168)

Source: Volume 4902A of Dissertations Abstracts International.

PAGE 294 . 206 PAGES

Descriptors: BUSINESS ADMINISTRATION, MANAGEMENT; TRANSPORTATION

Descriptor Codes: 0454; 0709

The passage of the Motor Carrier Act of 1980 diversified distribution managers' **transportation** strategies. The diverse **transportation options** provide the significant opportunity for substantial **transportation** cost savings, which have encouraged **many** companies to reassess the design of their current **transportation systems**. The most "productive" **transportation options** include consolidating small shipments across **different products/routes** which originate from **multiple** depots and capitalizing on backhauls by the use of private carriers.

After transportation deregulation, the existing vehicle routing models which did not take into account these real variations were no longer viable for private fleets. In this research, improved vehicle routing models are proposed which incorporate the aforementioned deregulatory options into the mathematical modeling process. In addition, to efficiently solve the vehicle routing problem utilizing product/spatial consolidation and backhauling (VRPCB), this study decomposes the VRPCB into three subproblems: allocation of customers and vendors to depots, determination of fleet size, and routing of vehicles.

This decomposition process is supported by three different solution techniques which complement each other. These include (1) "capacitated" clustering analysis, (2) a linear programming relaxation method, and (3) an "aggregate" and "disaggregate" tour-building procedure. Computational experience with each of these for large-sized problems is reported. Computational results show that the proposed solution techniques are capable of handling the practical size problem with 398 customers, 58 vendors, 10 depots and 45 vehicles. Even larger-sized VRPCB's can be solved with minor modifications of the decomposition procedure.

Finally, in an effort to demonstrate the practicality of the proposed models and solution techniques, applications of these to a real-world problem setting based on actual data are presented. The potential for dealing with various scenarios of VRPCB's is also demonstrated.

24/5/10 (Item 10 from file: 35)

DIALOG(R)File 35: Dissertation Abs Online

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737100 ORDER NO: AAD81-04167

A POLICY-ORIENTED MODEL SYSTEM FOR TRANSPORTATION REGIONS OR CORRIDORS

Author: AKINYEMI, EDWARD OLATUNJI

Degree: PH.D.

Year: 1980

Corporate Source/Institution: STATE UNIVERSITY OF NEW YORK AT BUFFALO (0656)

Source: Volume 4108A of Dissertations Abstracts International.

PAGE 3753 . 232 PAGES

Descriptors: URBAN AND REGIONAL PLANNING

Descriptor Codes: 0999

A policy-sensitive model system, which can be used for **multi-modal transportation** analysis in **transportation** corridors or regions has been developed. The model system does not provide information for selecting a recommended transportation plan, but rather identified promising alternative transportation plans which should be subjected to further detailed analysis. The model system consists of demand, level of service, equilibrium and computation of impacts components.

The demand component uses a multinomial logit model to predict which of the five possible 'main modes'--drive-alone automobile, shared ride, local bus, express bus or rail that each traveller, whose origin and destination locations and

socioeconomic characteristics are known, will choose. A 'sub-mode' (walk, drive/drop or ride a bus) which each traveller will choose to access/egress a main mode is also predicted.

The level of service component consists of access/egress and linehaul equations. The access/egress equations are statistically estimated equations which relate mean and variance of access/egress attributes of each mode in a given zone to a set of **transportation options**. Linehaul equations, on the other hand, are based on a two-directional grid system of highway network. Each grid is a rectangular area which consists of several traffic lanes and many parallel and sequential highway and transit links along each direction. Each linehaul equation relates average travel time on a mode along a direction over a grid to traffic volumes, capacities and **transportation policy** variables along the direction on the grid.

Equilibration of demand and service is accomplished by computing the fixed points of continuous mappings defined by the demand and level of service equations along each direction over each grid.

Finally, impacts of each **transportation plan** are computed for different income groups, travel patterns and origin locations of travellers.

The model system has been computerized and organized into five separate programs to enable easier and more flexible analysis of plans by users. It uses options, factors and parameters to allow users to modify 'base case' transportation and land-use plans. The model system has been used to analyze ten alternative transportation plans for Buffalo, New York metropolitan area. The plans range from Transportation System Management (TSM) oriented strategies like priority lanes and ramp metering to improved bus operations and various light rail transit alignments. The results of the analysis show that the model system produces results which are reasonably adequate for 'sketch' planning purposes.

Experience with the model system indicates that it is flexible, fast and inexpensive to operate. A complete run of the model costs about \$10. It is the author's belief that it is a step in the right direction in attempting to include the salient features of transportation plans and enable timely production of information about possible consequences of plans at reasonable cost.

24/5/13 (Item 3 from file: 583)

DIALOG(R)File 583: Gale Group Globalbase(TM)

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02580070

QUICKENING PACE OF CHEMICAL DISTRIBUTION

US - QUICKENING PACE OF CHEMICAL DISTRIBUTION

Chemical Week (CW) 22 February 1989 p22-36

ISSN: 0009-272X

Chemical distribution is becoming more sophisticated with the emergence of new **transportation options** and **electronic data interchange (EDI)** for trans-oceanic shipments. Use of EDIFACT (EDI for administration, commerce and transport) is still in the experimental stage and will not become standard procedure in international shipping in the near future, but the technology appears promising, according to C Arnone, assistant dir/international distribution for ICI Americas. Because shipments often arrive at their locations faster than documents through the mail, EDIFACT would be a vast improvement and would be much more compatible with the just-in-time inventory management approach. Due to the growing emphasis on intermodal traffic and global trade, some firms are offering complete transportation packages to chemical firms. The bulk tank truck industry is becoming profitable again and major liquid chemical trucking concerns are providing better safety programs and intermodal services. Railroads are also enjoying a sharp increase in chemical transport. Due to the changes in chemical transport, **many producers** are reevaluating and changing their distribution strategies, generally using fewer carriers to make deliveries to their customers more reliable and forming long-lasting working relationships. Chemical producers are also keeping a closer watch over their carriers' service and safety. Arco Chemical, Olin and Air Products are implementing EDI, particularly for rail shipments. The chemical industry could benefit from new intermodal technologies, such as stack trains using specially designed containers. Chemical transport via these transcontinental trains costs less than trucking.

Product: Chemical Storage (4226CS); Electronic Data Interchange (4811ED); Value Added Networks (4840VA);

Event: MARKET & INDUSTRY NEWS (60);

Country: United States (1USA); NATO Countries (420); South East Asia Treaty Organisation (913);

24/5/14 (Item 1 from file: 99)
DIALOG(R)File 99: Wilson Appl. Sci & Tech Abs
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2643664 H.W. Wilson Record Number: BAST03152574

Multi-criteria approach for the selection of alternative options for environmentally sustainable transport system in Delhi

Yedla, Sudhakar ; Shrestha, Ram M

Transportation Research, Part A, Policy and Practice v. 37A no8 (Oct. 2003) p. 717-729

Document Type: Feature Article **ISSN:** 0965-8564 **Language:** English **Record Status:** New record

Abstract: The present study examines the impact of including various qualitative criteria for the selection of alternative transportation options in Delhi. Three alternative transport options viz. 4-stroke 2-wheelers, CNG cars and CNG buses are prioritized based on six different criteria-energy saving potential (energy), emission reduction potential (environment), cost of operation (cost), availability of technology (technology), adaptability of the option (adaptability) and barriers to implementation (barrier). Based on quantitative criteria 'energy', 'environment' and 'cost', CNG car showed more potential in contributing to environmentally sustainable transport system in Delhi followed by 4-stroke 2-wheelers and CNG buses. Qualitative criteria viz. 'technology', 'adaptability' and 'barriers' in prioritization process resulted in higher priority for 4-stroke 2-wheelers followed by CNG bus and CNG car. Integrated quantitative and qualitative criteria gave a contrasting result as compared to that of the conventional quantitative approach and qualitative approach with highest priority for CNG bus followed by 4-stroke 2-wheelers and CNG car. This could explain the reasons for failure of many potential alternative urban transport options. 2003 Elsevier Ltd. All rights reserved.

Descriptors: Sustainable transportation; Urban transportation--Delhi (India) ;

24/5/15 (Item 2 from file: 99)
DIALOG(R)File 99: Wilson Appl. Sci & Tech Abs
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2472285 H.W. Wilson Record Number: BAST02130204

Legislative and Technical Perspectives for Advanced Ground Transportation Systems

Kreith, Frank ; West, R. E; Isler, Beth

Transportation Quarterly v. 56 no1 (Winter 2002) p. 51-73

Document Type: Feature Article **ISSN:** 0278-9434 **Language:** English **Record Status:** New record

Abstract: This paper analyzes from legislative and technical perspectives 10 different scenarios for advanced ground transportation systems using natural gas to supplement oil. It is first shown that previous legislative efforts to promote the use of alternative fuels by incentives have failed because of a lack of infrastructure to store and distribute the fuels. The paper then compares the efficiencies of various fuel-vehicle options by means of a well-to-wheel fuel cycle that starts with the well at which the feedstock is extracted from the ground and ends with the power delivered to the wheels of the vehicle. The complete cycle includes feedstock production; feedstock transportation and storage; fuel production; fuel transportation, storage, and distribution; and finally the vehicle operations. Such an all-inclusive comparison is essential in order to accurately and fairly compare the efficiency of transportation fuel options. This approach indicates that at the present time hybrid-electric vehicles, particularly those using diesel engines, can achieve the highest efficiency among available technologies. Hydrogen spark ignition, all-electric battery-powered, and methanol fuel cell vehicles rank lowest in well-to-wheel efficiency because of their poor fuel production efficiencies. The study also examines various options to reduce air pollution and concludes that any significant reduction requires repairing the worst 10% of polluting vehicles or removing them from the national transportation fleet. Reprinted by permission of the publisher.

Descriptors: Natural gas vehicles; Road traffic-- Environmental aspects; Hybrid drive vehicles ;

24/5/16 (Item 3 from file: 99)
DIALOG(R)File 99: Wilson Appl. Sci & Tech Abs
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1259664 H.W. Wilson Record Number: BAST95055428
Air transport system congestion in East Asia

Clarke, Richard A ;
Transportation Quarterly v. 49 (Summer '95) p. 31-42
Document Type: Feature Article **ISSN:** 0278-9434 **Language:** English **Record Status:** New record

Abstract: The 5 methods being considered to reduce the high level of airport and airspace congestion in East Asia are reviewed. The 5 methods are new/larger airports, increased use of surface **transport** alternatives, larger **capacity** aircraft, improved air traffic control (ATC) systems, and economic rationing of runways and airspace. Building new or larger airports is the most expensive option in terms of environmental costs on the surrounding area, land acquisition, and construction costs. Although alternate surface **transport systems options** are limited because of the terrain in that area, the technology is in place to make water transport a viable substitute for **many** East Asian air routes. Demand would probably outpace capacity even if new airports and larger capacity jets were used. State-of-the-art ATC systems could be effectively used in East Asia, but it is unlikely that an ATC system could be put in place uniformly with cooperation among nations in the region because of sovereignty problems. Airport or airway congestion is basically an economic problem of rationing scarce resources; therefore, a pricing system would be the most efficient and equitable method of economic rationing.

Descriptors: Airlines--Traffic; Airports--Southeast Asia ; Transportation engineering--Economic aspects ;

24/5/17 (Item 1 from file: 2)
DIALOG(R)File 2: INSPEC
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08673632
Title: Freight buyers elect industry-specific tools to buy online
Author(s): Hannon, D.
Journal: Purchasing , vol.132 , no.1 , pp.47
Publisher: Cahnners Publishing
Country of Publication: USA
Publication Date: 16 Jan. 2003
ISSN: 0033-4448
SICI: 0033-4448(20030116)132:1L:47:FBEI;1-G
CODEN: PURCAO
Language: English
Document Type: Journal Paper (JP)

Treatment: Application (A); Practical (P)
Abstract: It is no secret that putting a **transportation** spend online is **different** than putting a commodity spend online. With a complex matrix of **freight lanes**, modes, and countless **different options** for a mix of **carriers** and service levels, a company's **transportation** spend is typically **more** complicated than that of its commodity items and requires a more advanced set of e-sourcing tools to bring it online effectively. The paper discusses two case studies of Honeywell International and Toshiba International

Subfile(s): D (Information Technology for Business); E (Mechanical & Production Engineering)

Descriptors: goods distribution; Internet; manufacturing industries; purchasing; transportation

Identifiers: freight buyers; transportation; carriers; commodity items; logistics; e-sourcing tools; Internet; case studies; online purchasing; Honeywell International; Toshiba International; manufacturer

Classification Codes: D2090 (Leisure industry, travel and transport applications of IT); D2140 (Marketing, retailing and distribution applications of IT); D2080 (Information services and database systems in IT); E0410F (Business applications of IT); E0430 (Information resources and networks); E1830 (Goods distribution); E3050 (Service industries); E3600 (Manufacturing industries)

INSPEC Update Issue: 2003-026

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24/5/22 (Item 6 from file: 2)

DIALOG(R)File 2: INSPEC

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04792953

Title: A logistics analysis at Heinz

Author(s): Kekre, S.; Nandakumar, P.; Powell, T.A.; Rajagopalan, S.

Author Affiliation: Graduate Sch. of Ind. Adm., Carnegie Mellon Univ., Pittsburgh, PA, USA

Journal: Interfaces , vol.20 , no.5 , pp.1-13

Country of Publication: USA

Publication Date: Sept.-Oct. 1990

ISSN: 0092-2102

CODEN: INFAC4

U.S. Copyright Clearance Center Code: 0092-2102/90/2005/0001\$01.25

Language: English

Document Type: Journal Paper (JP)

Treatment: Practical (P)

Abstract: Heinz USA and Carnegie Mellon University examined various options for shipping tomato paste from Heinz's processing facilities on the West Coast to its Midwest factories. Seasonal variations in demand and supply for tomato paste, coupled with varying freight costs, caused the selection of appropriate means of transportation to be complex. The authors have developed a decision support system (DSS) to assess the costs of using three options: specialised tank cars, Scholle bags, and a combination of both. The model demonstrated that tank cars were more economical than bags when the utilization of cars was above a critical level. The analysis gave management a powerful tool to assess alternative investment strategies and the sensitivity of operating costs and performance under various business conditions (5 refs.)

Subfile(s): C (Computing & Control Engineering); E (Mechanical & Production Engineering)

Descriptors: decision support systems; food processing industry; goods dispatch data processing; scheduling; transportation

Identifiers: tomato paste shipping; food processing industry; logistics analysis; freight costs; transportation; decision support system; management

Classification Codes: C7180 (Retailing and distribution computing); C7102 (Decision support systems); E0410F (Business applications of IT); E1830 (Goods distribution); E3602 (Food industry)

INSPEC Update Issue: 1991-003

Copyright: 1991, IEE

24/5/24 (Item 8 from file: 2)

DIALOG(R)File 2: INSPEC

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04342815

Title: Distribution networks: facility location, transportation and inventory

Author(s): Perl, J.; Sirisoponilp, S.

Author Affiliation: Dept. of Civil Eng., Maryland Univ., College Park, MD, USA

Journal: International Journal of Physical Distribution & Materials Management , vol.18 , no.6 , pp.18-26

Country of Publication: UK

Publication Date: 1988

ISSN: 0020-7527

CODEN: IJDMIE4

Language: English

Document Type: Journal Paper (JP)

Treatment: Theoretical or Mathematical (T)

Abstract: The article discusses the specific elements of the interdependence between facility location, transportation and inventory decisions, and proceeds to present an integrated mathematical model for the distribution network design problem, which explicitly represents the trade-offs between facility, transportation and inventory costs. There are three basic differences between the proposed integrated model and existing location models: it represents all three cost components of the design problem; it represents **multiple transportation options**; and it explicitly represents the required level of customer service. The proposed model has not yet been tested numerically. An efficient computerised solution method is currently under development. Upon completion of this development, the model will be tested and the results will be reported in future publications (25 refs.)

Subfile(s): C (Computing & Control Engineering); E (Mechanical & Production Engineering)

Descriptors: operations research; stock control; transportation

Identifiers: operations research; facility location; **transportation**; inventory; distribution **network** design; **multiple transportation options**

Classification Codes: C1290F (Systems theory applications in industry); C1290H (Systems theory applications in transportation); E1010 (Production management); E1540 (Systems theory applications)

INSPEC Update Issue: 1989-009

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24/5/28 (Item 12 from file: 2)

DIALOG(R)File 2: INSPEC

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02578007

Title: Models for transportation level of service

Author(s): Talvitie, A.; Dehghani, Y.

Author Affiliation: State Univ. of New York, Buffalo, NY, USA

Journal: Transportation Research, Part B (Methodological) , vol.14B , no.1-2 , pp.87-99

Country of Publication: UK

Publication Date: March-June 1980

ISSN: 0191-2615

CODEN: TRBMDY

Language: English

Document Type: Journal Paper (JP)

Treatment: Application (A); Theoretical or Mathematical (T)

Abstract: Describes the development of models for predicting travel times of door to door trips for both transit and automobile trips. The models for access times have a distribution associated with them and permit a truly disaggregate assignment of travel time components. The equations for linehaul travel time of the highway using modes (bus, auto) are volume dependent and can thus be used in equilibrating travel demand and level of service. All the models are related directly to **transportation policy options**-changing bus line spacings, bus headways, **number** of (priority) **lanes**, etc.-and translate the effects of such policies into specific values of the level-of-service attributes without the need to code networks and run paths. The use of the models in a practical application is also discussed (10 refs.)

Subfile(s): C (Computing & Control Engineering)

Descriptors: transportation

Identifiers: **transportation** level; service; travel times; transit; automobile trips; linehaul travel; bus; auto

Classification Codes: C1290H (Systems theory applications in transportation)

INSPEC Update Issue: 1980-011

Copyright: 1980, IEE

24/5/31 (Item 1 from file: 139)

DIALOG(R)File 139: EconLit

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484321

Title: Forward Shipping Options for Grain by Rail: A Strategic Risk Analysis

Author: Wilson, William W.; Prieue, Steven R.; Dahl, Bruce

Author Affiliation: ND State U; ND State U; ND State U

Journal Name: Journal of Agricultural and Resource Economics ,

Journal Volume & Issue: 23 2 ,

Pages: 526-44

Publication Date: 1998

Language: English

Availability: <http://jaronline.org>

ISSN: 0162-1912

Document Type: Journal Article

Abstract Indicator: Abstract

Abstract: In the late 1980s, grain-hauling railroads began offering alternatives that have made shipping decisions more strategic. Shippers now confront alternatives ranging from nearby and unguaranteed ordering to various durations of forward and guaranteed shipment. Each has varying penalties for cancellation and payments from the railroad for nonperformance, and differing risks and payoffs. Because of the configuration of choices, shippers confront a portfolio of shipping alternatives. A dynamic stochastic simulation model was developed to analyze alternative strategies. The model includes the effects of uncertainties in tariff rate changes, car premiums, basis levels, forward and spot grain purchases, and receiving railcars under each of three alternatives. Shipping demand is determined by inter-month commodity price differences, carrying costs, transport costs, and storage capacity. Considering these factors, the shipper chooses grain sales and shipping strategies that maximize net payoffs and confronts a tradeoff between expected profits and risk.

Geographic Location Descriptor(s): U.S.

Regional Interest: Northern America

Descriptor(s) (1991 to present): Agricultural Markets and Marketing; Cooperatives; Agribusiness (Q130); Contingent Pricing; Futures Pricing; option pricing (G130); Railroads and Other Surface Transportation (L920); Options; Rail; Railroad; Shipping

V. Additional Resources Searched

Financial Times FullText (via ProQuest): No relevant results.

Internet & Personal Computing Abstracts (via EBSCOhost): No relevant results.